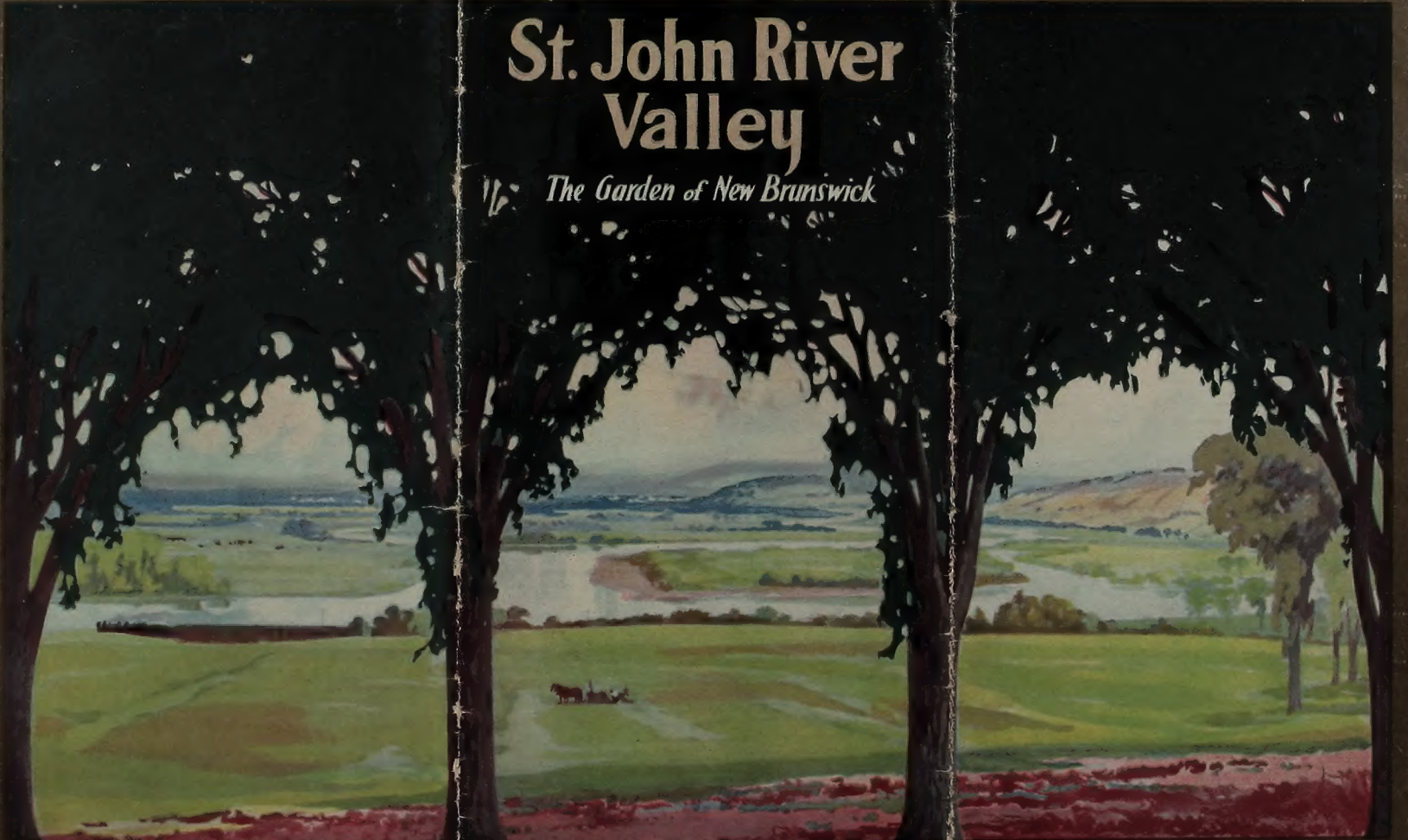


# St. John River Valley

*The Garden of New Brunswick*



Canadian  
Government  
Railways



# St John River Valley

## The St. John River

JUNE the 24th, in the year 1604 Anno Domini—four years before Quebec was founded—was a momentous day in the history of the North American Continent, for on that day a paltry craft, smaller than many of our modern coasting schooners, lay at the “mouth of the largest and deepest river we had yet seen, which we named The River Saint John because it was on this Saint’s day we arrived there.” Such is Samuel de Champlain’s written record of one of his memorable voyages.

It is fitting that so noble a river should be associated with so intrepid an explorer, and at the same time be connected with the sowing of the seed of a new Empire, for this same vessel had also the distinction of carrying the Sieur de Monts and Poutrincourt, the three of whom may rightly be termed the founders of Acadia or New France—a region so vast as to include what are now known as the Maritime Provinces, the greater portion of Quebec, and which extended to the sites of the modern cities of Montreal and Philadelphia.

The St. John is a lordly river, with a beauty all its own. There have been attempts to label it “The Rhine of America,” but in the opinion of those who know and appreciate the St. John, its baptismal name is of sufficient distinction—an opinion, with which those who have traversed the two rivers, will in all probability agree.

Draining an area of some 30,000 square miles, and with its principal tributaries, the Kennebecasis, Nerepis, Oromocto, Nashwaak, Keswick, Tobique, Aroostook, Madawaska, St. Francis, furnishing some 1,300 miles of navigable waters, the River St. John after a course of 450 miles, discharges its flood through a narrow rocky gorge, where are the famous reversing falls, into the Bay of Fundy.



The St. John River—Gagetown

# St John River Valley



Towing a Raft—St. John River

The value of this river from a commercial point of view, and as a means of communication with the different parts of the province can hardly be over-estimated. Some 125,000,000 feet of lumber are floated down the river in the course of a year and manufactured into lumber and wood pulp.

During the season of navigation there is a regular service between St. John and Fredericton, a distance of eighty-four miles. The journey commences at Indiantown, just above the Reversing Falls. The boat’s course for the first mile or two is between fir-crowned overhanging cliffs, which open into an island-studded and lake-like expanse—the confluence of the Kennebecasis and the St. John. It, in turn, leads to a tortuous course with sometimes high and sometimes undulating banks, through scenes of rare beauty. Its very windings constitute one of the elements in a landscape of infinite variety. And peaceful banks they are, with an occasional quiet homestead reposing among their curves, and a primitive looking lighthouse standing on a point of land as a warning of the proximity of shallows. For the most part the land is thickly wooded. There are numerous park-like stretches, highly cultivated fields and orchards, and withal a most prosperous and contented looking country, for this is one of New Brunswick’s best farming districts.

The river life is full of incident. A diminutive looking tug may be seen towing a huge raft of timber. A small boat meets the steamer, makes fast to the vessel, when well out in the river, transfers its limited freight while the vessel is still in motion, and then pushes back to the shore. A large flat barge loaded with baled hay comes alongside, and a similar performance is repeated in remarkably

# St John River Valley

quick time. Occasionally passengers use the same novel method when leaving or embarking. Numerous stops are made on either side of the river, giving the crew an opportunity of demonstrating their agility and ability in stowing away and transhipping a cargo of wondrous assortment. Again, another event on the trip is the passing of other river steamers from Fredericton, Grand Lake and Washademoak Lake, and, should fortune favour, a squadron of the Royal Kennebecasis Yacht Club. There is a peculiar charm about the whole trip, and not the least is the congenial social atmosphere in evidence on every hand.

What is termed the middle Upper St. John extends from Fredericton to the Grand Falls. This is not navigable for large steamers, but affords excellent opportunities for motor boating. The river seems to take on a different character, and the scenery is, if possible, more beautiful than the lower portion. A line of railway owned by the Province, but operated as part of the Canadian Government Railways, runs by its lower shore to Woodstock, a distance of sixty miles. One enthusiast in writing of this rail trip is quite justified in his remarks when he says, “You have the beautiful St. John River in sight all the way up and all the way down. Other railways run alongside other rivers, but there is generally something of a sameness in the view. Not so along this portion of the St. John. The variety of the view is what surprises and delights. Here you are up on a high piece of ground and the river is winding along in the distance as a huge silver snake, with cultivated flats and charmingly wooded heights in the farther distance. There, you are running right beside the water, and whether you look up, down or across you see a subject for the landscape painter. It is not enough for the lover of natural scenery to go one way over the road, for you get snatches of landscape going



The St. John River—Pokinok



# St John River Valley



Elm Lined Street—Fredericton

up the river and other snatches going down. The Pokiok Falls with their long narrow gorge, are alone well worth the trip.

"Indian, Frenchman, Jesuit, Loyalist, each in his turn had his experience on the middle Upper St. John Valley. There is a world of history yet to be unfolded about what they said, wrote and did. If this is a country with a past, it is surely a country with a future. Most bountiful crops must come from that prolific soil, to be largely increased each ensuing year with the modern means of exportation."

Above Woodstock, the course of the St. John is through a magnificent pastoral country and receives the floods of the Tobique and Aroostook Rivers. Approaching the Grand Falls the scenery becomes wilder and more rugged. The falls rank with the great cataracts of North America, and seen from above present a fascinating spectacle. The river after making a wide sweep takes a sharp turn, then an abrupt plunge of seventy-four feet in a solid mass, and a descent of some forty-six feet in a series of rapids for about two miles. During the long slow ages the remorseless tooth of the cataract has worn a winding gloomy gorge, and has produced some weird effects in rock sculptury, suggesting such names as the "Split Rock," "Pulpit Rock," "Great Well,"—a hollowed pot hole. "Coffee Mill Whirl Pool" is another object of interest. To see great logs tossed bodily out of the water and hurled headlong over the falls into the depths below, often piled there momentarily in almost inextricable confusion, is a sight that will be long remembered. Between St. Leonard and Edmundston, the St. John River is the boundary line between New Brunswick and the State of Maine, and Canadian and American villages face each other on its opposite banks.

# St John River Valley

## The River Towns

**St. John** picturesquely situated, commanding a view of the estuary of the St. John River and the Bay of Fundy with Scotia's distant shore in prospect, is the commercial centre of the Province of New Brunswick. It has the distinction of being the oldest incorporated city in Canada. St. John is a winter port for Atlantic liners and the year round for the West Indies, Boston and coast towns. The harbour is spacious and deep, and is navigable at all times and seasons. Anchored within its area, or tied up at the extensive systems of wharves lie a wide range of craft, sea-going and coastal, and a glimpse of their cargoes strikingly reveal the varied nature of the trade and commerce of the province.

Before the introduction of steam, clipper ships built in St. John had a fame second to none, an industry which the exigencies of the Great War have revived. Modern conditions in connection with the shipping and increase in Canadian trade through this port have necessitated extensive improvements in harbour facilities.

Almost completely destroyed by the great fire of 1877, old St. John with all her romantic history is lost, but new St. John is a handsomely built and substantial city with wide, modern business blocks, up-to-date stores and beautiful squares and residences. Rockwood Park, one of the finest natural parks on the continent, is on the outskirts of the city, and there are many places of scenic and historic interest.

The industries of this busy city are perhaps more varied than any community in the Maritime Provinces, giving employment to thousands of hands, and are a tribute to the energy of her citizens who are one in the belief of the future progress of the port. With so many natural faci-



A Woodstock Residence

# St John River Valley



The St. John River—Woodstock

ties it is no wonder the residents of St. John are lovers of out-of-door life. The numerous summer cottages along the St. John and the Kennebecasis are chiefly owned by its citizens. Yachting, boating, motoring, golf, all have their devotees, and a large number of summer visitors annually share in these health-giving sports.

The mystery of the tides of the Bay of Fundy, which in the harbour of St. John have an average rise and fall of twenty-six feet, is a never failing source of interest and attraction. The Reversing Falls of the St. John River are truly remarkable. The river winds its way to the sea through a narrow channel, hemmed in by precipitous limestone cliffs, here spanned by a cantilever and a steel arch bridge. At low tide the waters fall some fifteen feet into the harbour, but soon the never-decided battle is being fought again between the river current and the tide of the invincible Fundy, the rise of which not only evens up, so to speak, the fifteen-foot fall of the stream, but reverses it for a time. Then occurs the strange sight of the outer waters forcing their way up-stream. At half-tide, when the waters are levelled, boats may pass under the bridges in safety. Other phenomena in connection with Fundy's tides are the fantastic sculptured rocks at Hopewell Cape, and the bore or tidal wave of the Petitcodiac River at Moncton, N.B.

Few cities in Canada are as fortunate in their situation as is the capital of New Brunswick. Here the St. John is nearly a mile wide—about the width of the Hudson at Albany—while in the background are immense forests on gradually rising hills. And the city is in keeping with its environment. The dignified Parliament Buildings, the Cathedral



# St John River Valley

—an architectural gem in a perfect setting—the elm-lined streets and avenues, the beautiful homes, all combine to lend that air of distinction which a city of Fredericton's importance should have, and at the same time harmonize with the beauties of the surroundings which nature has so generously bestowed. It is also a seat of learning, for here are the University of New Brunswick and the Provincial Normal School. In the midst of an excellent farming community, Fredericton has special advantages as a distributing centre. With many important industries and with excellent rail and water transportation facilities, Fredericton's commercial future is assured. As in the case of St. John the out-of-door life is much in vogue, and within the past two years a golf course has been included in the attractions of a very attractive city.

**Woodstock** The Gateway to the Garden of New Brunswick. Nature has been lavish in the adornment of Woodstock and the surrounding country. An occasional old Colonial home, cosy modern residences with spacious grounds and well kept gardens half hidden in clumps of trees, with an outlook of miles of sweeping meadows, and the beautiful river winding majestically through them, rich valleys, orchard bearing slopes, home dotted hills backed by heavy forests, leave little to be desired from the scenic point of view. And on the material side Woodstock is also singularly fortunate, for, through the generosity and foresight of one of its citizens, there is a well equipped college for the scientific and practical study of agriculture, where tuition is absolutely free of charge. The same munificence has made possible the Fisher Memorial School, an institution which fits the youth for entrance into the University; a beautiful library building, a well equipped hospital and recreation grounds so spacious as to include one of the finest natural golf courses in the Province. It will be conceded that few towns of Woodstock's population, some five thousand souls, can point to such advantages, and it is not surprising to learn that the "community spirit" is much in evidence. With numerous industrial enterprises Woodstock's possibilities for the future may well be considered unique. The Government line extends to Centreville and the Canadian Pacific Railway runs from Woodstock to Grand Falls and Edmundston.

**St. Leonard  
Grand Falls  
Edmundston** Crossing the St. John river the new International Bridge between St. Leonard and Van Buren affords rail connection with the New England lines and the network of railways in the Eastern States. These border towns are most intimately connected with the lumber industry and the country is peopled by the Acadian French, here, as wherever they settle on new land, successfully turning a seeming wilderness into a thriving farming community. At Edmundston the Mada-

# St John River Valley

waska River, one of the outlets of Lake Temiscouata, enters the St. John River. Few have any conception of the vast extent of forest on the headwaters of this great river, an extent estimated seven times larger than the Black Forest in Germany.

## The River's History in Brief

The Aborigines of Acadia, when the country became known to Europeans, no doubt lived as their ancestors had lived from time immemorial. A glimpse of the life of the Indian in prehistoric times is afforded us in the archaeological remains of the period. The banks of the St. John River have proved a prolific source for these relics—those most commonly brought to light include



The St. John River—Edmundston

stone axes, hammers, arrow and spear heads, chisels, bone needles, fish hooks and harpoons. The museum of the St. John Natural History Society has the finest collection of these relics in existence. One cannot travel in New Brunswick without being constantly reminded of this period, for the place-names as originally given by the Indians have, to a large extent, been preserved. Again in the development of the country, and new places requiring new names, the Indian nomenclature has been adopted.

The Basque, Breton, and Norman fishermen are believed to have made their voyages shortly after the discovery of America, and adventurers from Portugal, Spain and Italy have vied with those of France and Britain in the quest of treasure beyond the sea, so that the red man was not unacquainted with the pale face. It speaks well for the conduct of these European sea rovers, that we read "on DeMonts, Champlain, Poutincourt's arrival at the mouth of the St. John River, they found awaiting them the representatives of an aboriginal race of

# St John River Valley

unknown antiquity and of interesting language, traditions and customs, who welcomed them with outward manifestations of delight and formed with them an alliance that remained unbroken throughout the prolonged struggle between the rival powers for supremacy in Acadia." The St. John Valley suffered the vicissitudes incident to this struggle between England and France for the sovereignty of Acadia, which was not finally settled until after the fall of Louisbourg and Quebec and the Treaty of Paris, signed in 1763, when New France passed into the hands of the English. It also suffered as the result of jealousies and ambitions of rival feudal chiefs, notably, that between Charnisay and La Tour. The noble defense of the fort at the mouth of the river by Madam La Tour during the absence of her husband, and who gave her life to protect her husband, her children and dependants from the hands of a bitter and unscrupulous enemy, has made of her an Acadian heroine and her deeds have furnished the theme of a Canadian epic.

What may be described as the most serious attempt at English settlement along the St. John Valley, occurred at the close of the Revolutionary War, for in the year 1783 some three thousand souls, mainly consisting of American Loyalists who had opposed the dismemberment of the British Empire, and had served in arms on the side of the King, sailed from New York to the St. John River, where the officers and men had been assigned lands on both sides of the river. They landed in some twenty vessels at what is now known as the Market Slip in St. John Harbour, the vanguard of those devoted men and women who preferred to hew out new homes rather than sacrifice the principles for which they had fought. The descendants of the Loyalists are as proud of their ancestry as are they who claim their forebears to have sailed in the "Mayflower."

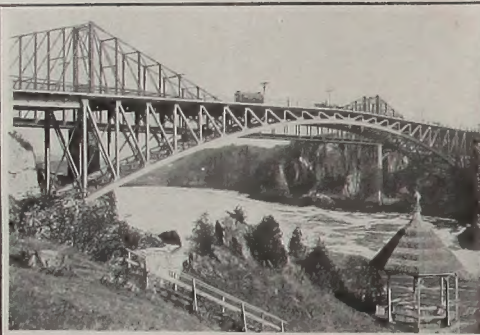
As a military route between Quebec and the lower Provinces by way of Riviere du Loup, Lake Temiscouata and the Madawaska River, the St. John has played an important part in days gone by. In 1812 the 104th New Brunswick Regiment marched the route on snow shoes in the depth of winter. The distance of four hundred and thirty-five miles between St. John and Quebec was accomplished in sixteen days—or an average of twenty-seven miles a day—without the loss of a man, and again, in 1837 the 43rd Light Infantry performed a similar feat in almost the same time.

Such is a brief outline of what will readily be understood is a country rich in historic association. Fortunately much has been preserved through the indefatigable efforts of some of New Brunswick's sons. To those who would know more of the romantic past and its relation to the present, the writings of these students are commended\*

\* Dr. W. B. Ganong's "Place Nomenclature";  
The Rev. Dr. Raymond's "History of the St. John River."



Reversing Falls of the St. John River



Low Tide—River Running Down



Slick Water



High Tide—River Running Up

# THE VALLEY OF THE ST. JOHN RIVER



CANADIAN GOVERNMENT RAILWAYS

Grand Falls of the St. John River



The Falls



The Great Well



The Gorge Below the Falls



# St John River Valley

## The "North Shore" and Gaspé

What is colloquially known as the "North Shore" extends from Campbellton to the Miramichi and includes the important towns of Bathurst, Newcastle and Chatham. This is a great lumbering and fishing district. As will be noted on the map, there are two lines of railway connecting St. John River points with the northern shore of the province, one from Newcastle by way of Nashwaak and Miramichi Valleys, and the other from St. Leonard to Campbellton. La Baie de Chaleur, an arm of the Gulf of St. Lawrence, divides the Gaspé Peninsula from the Province of New Brunswick. On the Gaspé side as the bay narrows into the estuary of the Restigouche, precipitous cliffs of brick red sandstone flank the shore, and behind them the mountains rise and fall in long undulations of ultramarine, presenting some of the most fascinating panoramic views in America. Further along the Gaspé Shore is Perce Village, and the famous rock, a spot dear to the heart of the artist, the *litterateur* and all lovers of the sublime and grand in nature's handiwork.

It was within the security of the magnificent Gaspé Basin, there gathered in the eventful fall of the year 1914, that memorable fleet of war vessels which carried the first thirty and odd thousands of Canadian soldiery with their horses, guns and equipment to the battlefields of Europe, where they were destined to bring undying lustre and fame to the name of the Dominion of Canada.

## The Province

The relief map shown in this folder is a reproduction from a large painting which the Government Railways are using for display purposes. To understand its proper perspective the reader is supposed to be viewing the province from the vicinity of Passamaquoddy Bay, which



Development Along the New Line. Potato Field—Plaster Rock

# St John River Valley



Development Along the New Line. Farm Near Peterson

is situated south-west of St. John, and be looking north in the direction indicated by the arrow of the compass. A panoramic view of the Province is then obtained with its chief topographical features illustrated. Thus it will be seen, New Brunswick, with an area of twenty-eight thousand square miles—about one sixth less than the area of Ireland—the largest of the three Maritime Provinces, may be roughly described as a rolling country, that is, it is full of hills and valleys. None of the hills are of any great height, though a few might be termed mountains. The province is surrounded on three sides by the ocean—on the north by La Baie de Chaleur, on the east by the Gulf of St. Lawrence and on the south by the Bay of Fundy, giving a very long coast line, and for this reason its fisheries are extensive and valuable. It will also be seen it is a country of great waterways, and that its three principal rivers, the St. John, the Miramichi and Restigouche are intimately related to each other, because the headwaters of their tributaries are almost in contact.

The immense forests are the chief natural endowment of the province. With proper conservation, and which is now being actively promulgated, they will be an asset of ever-increasing value. The principal wood is spruce. Other trees are fir, tamarack, cedar, maple, elm, birch, ash, poplar, hemlock.

The Provincial Government own over ten thousand square miles of timber lands which are leased under certain conditions to lumber operators, and this is its chief source of revenue and basis of future prosperity.

At present, agriculture is the leading industry, though cattle, poultry and sheep raising, fruit cultivation and market gardening are receiving more and more attention. Along the tidal shores of the Bay of Fundy are the renowned

# St John River Valley

marsh lands, producing perennial crops of hay of immense value. The fortunate possessors of these lands have a never-failing bank which pays more than compound interest.

The province is rich in minerals, and while there has been much development much more remains to be done. Its chief productions are coal and gypsum, tungsten, manganese, antimony, copper, oil, and there are extensive natural gas areas in the vicinity of Moncton.

## Hunting and Fishing

There is no country in eastern America in which big game—moose, caribou, deer and bear—is more abundant than it is in New Brunswick. The sportsman will find in its forests and streams all that he can desire in the way of shooting or fishing, and the admirable system of communication by means of railways throughout the province, enables him to reach the sporting grounds without any difficulty. Taking the map for reference, the best moose grounds are found to the east and north of the River St. John, and extending to the northern boundaries of the province. Here, there is practically a vast game preserve of fifteen thousand square miles. Deer are found also in this section, but more particularly in the counties of York, Charlotte and Carleton, though of late years they are increasing in the counties of Kings, Queens and Northumberland. New Brunswick has deservedly a great reputation for feathered game birds. Wild geese and duck are abundant, their chief haunts being on the north shore of the province. St. John, Fredericton, Moncton, Bathurst, Newcastle, Campbellton are the principal outfitting points. Nearly all the rivers abound in game fish. Salmon frequent most of the tributaries of the St. John below Grand Falls—the Tobique is most favoured—and all



Development Along the New Line. Logs in the Madawaaka River



# St John River Valley

the rivers on the north shore of the province. The majority of the lakes furnish trout fishing in their season. Sea trout of large size in the early summer swarm in all the rivers which flow into the Gulf of St. Lawrence.

The guides of New Brunswick have no superiors. They know the woods and know the habits of the animals. A number of them have chains of camps furnished with the hunter's requisites. They are a good class of men who do their work thoroughly and as a rule are agreeable companions. "Out-of-Door," a booklet published by the Government Railways, contains detailed information with regard to the hunting and fishing possibilities of the province. The network of rivers throughout the province furnish exceptional opportunities for canoe trips and mention is also made of them in this booklet.

Non-residents' license for big game, which permits the killing of one bull moose, one bull caribou and two deer costs \$50.00. A license to fish in public trout water costs \$5.00 for the season.

## General Remarks of General Interest

New Brunswick has an exceptionally healthy climate, the summer delightfully warm, with the evenings always cool, a lingering autumn, perhaps the most enjoyable season of the year, and the winter cold and bracing. The yearly record for continuous sunshine is excelled by only one other province in the Dominion. It would be hard to recommend a better country for a real holiday of recreation and rest. Its people are mainly descended from the Loyalists and from those who have left the British Isles to found new homes in a country with greater opportunities. There is also a considerable French population, the descendants of the Acadians. The province has an enviable reputation for hospitality.

With the development of the automobile traffic, more attention has been given to the highways. There are some fifteen hundred miles of main roads and probably thrice that mileage of bye-roads.

The Canadian Government Railways have a line from St. John to Moncton. Between St. John and Sussex for forty odd miles the railway follows the course of the beautiful Kennebecasis, one of the most picturesque train rides on the continent. At Moncton this line joins with the rails running east to Prince Edward Island, Halifax and the Sydneys and north and west along the north shore to Quebec and Montreal, there connecting with the vast railway systems of Canada and the United States. This is the route over which five hundred thousand of our soldier lads have been carried without mishap. The connection with the railways of the Eastern States is from St. John to McAdam and Vanceboro.

Another Government line recently opened, and running from Moncton across the centre of the province by way

# St John River Valley



The Kennebecasis Valley, Hampton, N.B.

of Chipman and Edmundston to Quebec, is leading to rapid development of a part of the country heretofore practically inaccessible. This line via McGivney is the shortest and quickest route between Moncton and Fredericton.

With the completion of the Quebec bridge, these trunk lines connect with the Government lines from Quebec to Winnipeg. Mention has already been made of the branch lines across the province from Fredericton to Newcastle and from St. Leonard to Edmundston. The St. John and Quebec Railway, owned by the province, but operated by the Canadian Government Railways, at present extends from Centreville, Woodstock, Fredericton to Gagetown, and that portion from Gagetown to Westfield, by which it will place these towns in direct communication with St. John, is nearing completion. This line traverses one of the most picturesque valleys in the Dominion—a valley of splendid agricultural potentialities. Much that has been said in the description of the river boat trip, will apply to the rail trip, for the route follows the course of the river.

During the immense rush to Western Canada, New Brunswick in common with the other Maritime Provinces, suffered a loss of population which somewhat marred its progress. To-day there is a new spirit abroad—a spirit of appreciation of the province's manifold possibilities and advantages, a spirit of optimism. There has been a steady growth in population and a greater development of the community spirit. All the smaller towns are progressing, while the larger cities have made remarkable strides. Moncton, the second largest city in the province, has been practically rebuilt within the past ten years.

To the Anglo-Saxon mind, and those allied with it, there is no question as to the final result of the Great War.

# St John River Valley

What then of New Brunswick's future! Being so near to Europe and with its religious, educational and social advantages, New Brunswick cannot help but attract to its goody heritage, those who would seek new homes in a land of opportunities, and where an easy competence awaits all those who will give it an honest trial. New Brunswick is being re-discovered.

## Hotels—St. John River Towns

PLACE AND HOTEL	NAME OF PROPRIETOR	Rates Per Day	Rates Per Week	No. of Rooms
<b>EDMUNDSTON</b>				
Ringuette's Hotel	G. Ringuette	2.00	7.00	26
Commercial	J. Tetu	2.00	7.00	6
Grand Central	Mrs. J. M. Sirois	2.00	7.00	40
Royal	Geo. Johnson	2.00	6.00-8.00	28
Windsor	Fraser Company, Limited	2.00		21
Victoria	Mrs. A. Bourgois	1.50-2.00		30
Queen	E. Ouellet	2.00		20
<b>FREDERICTON</b>				
Barker House	T. V. Monahan	3.00-4.00	Special	80
Queen Hotel	J. J. McCaffrey	2.00-2.50	Special	55
Windsor Hall	Wm. Thurett	2.00-2.50	Special	43
York Hotel	H. M. Young	1.00-1.50	Special	33
Long's Hotel	E. Howe	1.00-1.25	5.00-6.00	35
Waverley Hotel	Johnson & Dewar	1.00-1.50		35
Lorne Hotel	P. G. Feeney	1.00		35
City Hotel	Bert. Lint	1.00		40
<b>GRAND FALLS</b>				
Carlson	J. Stewart	2.50-3.00		54
Minto		2.00-2.50		28
<b>HAMPTON</b>				
Wayside Inn	M. Langstroth	2.00	10.00	39
<b>ROTHESAY</b>				
Kennedy's	A. J. Kennedy	1.50-2.00	8.00-10.00	14
Hillhurst	T. B. Roberts	1.50-2.00	7.00	13
<b>ST. JOHN</b>				
Royal	Raymond & Doherty Co.	European		200
Dufferin	Raymond & Co.	2.50-3.50		60
Victoria	A. M. Phillips	2.50-3.50		60
Prince William		2.00-3.00		32
Parliament	M. Bohan	2.00-2.50	Arranged	50
Clifton House	Ryan's & Fitch	2.00-2.50		36
Imperial Hotel	G. D. Wanamaker	European		90
<b>ST. LEONARD</b>				
Cyr		2.00-2.50		30
<b>SUSSEX</b>				
Depot House	R. A. McDonald	2.00-2.50		35
Spruce Lodge	Mrs. A. L. Price	2.00	Special	15
<b>WOODSTOCK</b>				
Carlisle	W. M. Thompson	2.00-4.00		60
Aberdeen	G. W. Boyer	2.50		28

For booklet descriptive of other portions of the Dominion reached by the Canadian Government Railways, and any further particulars write:

C. A. HAYES, General Manager, Moncton, N.B.	
H. H. MELANSON, Passenger Traffic Manager, Moncton, N.B.	R. F. MACLEOD, Assistant General Passenger Agent, Moncton, N.B.
J. E. LeBLANC, District Passenger Agent, Montreal, Que.	H. C. MACFARLANE, District Passenger Agent, Halifax, N.S.
J. E. LePAGE, District Passenger Agent, Quebec, Que.	C. G. ORTENGREN, 301 Clarke Street, Cor. Jackson Blvd., Chicago, Ill.
W. T. HUGGARD, District Passenger Agent, Charlottetown, P.E.I.	G. E. MARSTON, 1216 Broadway, Between 41st and 32nd Streets, New York, N.Y.
C. K. HOWARD, General Agent, Traffic Department, 294 Washington St., Boston, Mass.	E. TIFFIN, General Western Agent, Toronto, Ont.